

Improvements Suggested by Residents at 2/22/07 Public Meeting

	Device	Location	Zone	Est. Cost	Staff Comments	Staff Recommendations, Other Alternatives, and Follow-Up	Projected Cost of Staff Alternatives
1	Sign: "No Right Turn 7-9AM and 4-6PM"	Baltimore onto Grandin	1	\$100	City warrants to implement traffic diversion are not met. Counts showed an average of 3 right turns during peak hours. Additionally, while directing cars along Baltimore to use S. Stonestreet rather than Grandin Ave. to reach Metro may reduce volume, additional outreach with adjacent streets to review possible spill-over effects would be required. This process would require no less than six additional months to reach a final conclusion of whether or not to implement this alternative.	Staff does <u>not</u> recommend implementation.	N/A
2	A series of "Local Traffic Only 7-9AM and 4-6PM" signs	Woodburn and Veirs Mill	2	\$100	Staff feels that a series of "Local Traffic Only" signs along the main corridors feeding between Veirs Mill and Baltimore Rd. may deter cut-through traffic. Similar signage exists in Bethesda near Wisconsin Ave. Residents appeared to be in strong support of this option during the 2/22/07 public meeting. Also, the timeframe for implementation is relatively short and the cost is relatively inexpensive. Staff needs to investigate where City Right-of-Way exists and determine where exactly the signs could be placed.	Staff recommends implementation of these signs at intersections surrounding the exterior access points to Grandin Ave. but not at interior, more residential, intersections. The rationale for limiting the location of the signs is to make them more effective -- if there are too many, drivers begin to ignore them and they require more Police resources to enforce and patrol them. Staff recommends that they be implemented at Veirs Mill and: 1) Woodburn, 2) Edmonston, 3) Claggett, and 4) Broadwood. Staff recommends that the intersections of 5) Baltimore Rd. and Woodburn, 6) Baltimore Rd. and Edmonston, and 7) Baltimore Rd. and Broadwood Dr. be monitored to see if traffic increases, and if so, implement these signs at a later date.	\$900 - \$1,100
		Woodburn and Grandin	2	\$100			
		Woodburn and Maple	2	\$100			
		Woodburn and Baltimore	2	\$100			
		Edmonston and Veirs Mill	2	\$100			
		Edmonston and Maple	2	\$100			
		Edmonston and Baltimore	2	\$100			
		Claggett and Veirs Mill	2	\$100			
		Broadwood and Veirs Mill	3	\$100			
		<i>Broadwood and Grandin*</i>	3	<i>\$100</i>			
		<i>Broadwood and Baltimore*</i>	3	<i>\$100</i>			
3	New Stop Sign	Stop traffic traveling on Broadwood Dr. approaching Grandin Ave. (NW and SE Corners)	3	\$100	Staff does <u>not</u> recommend that this measure be implemented and suggests an alternative.	Staff does <u>not</u> recommend that new Stop signs be implemented on the north and southbound sides of Broadwood and Grandin. As an alternative, staff does recommend installation of "Cross Traffic Does Not Stop" signs on Grandin on the west and east sides approaching Broadwood Ave., trim landscaping around the intersection to improve sight visibility, and restricting parking near the intersection as needed.	N/A
4	"Stop Ahead" Sign	Grandin Ave. somewhere between Dean Dr. and Carl St., approaching Broadwood	3	\$100	Staff does <u>not</u> recommend that this measure be implemented and suggests an alternative.	Staff does <u>not</u> recommend implementation. Staff does recommend "Cross Traffic Does Not Stop" sign instead.	N/A
5	Electronic Overhead Warning Sign: Stop Ahead (when Signal at Broadwood and Veirs Mill is Yellow or Red)	Broadwood Dr. near Grandin Ave.	3	\$40,000	Staff does <u>not</u> recommend that this measure be implemented and suggests an alternative.	Staff does <u>not</u> recommend implementation. The estimated cost of \$40,000 may be used more effectively with another device. As an alternative, staff recommends that a mobile variable speed sign be posted on rotation along Broadwood Avenue leading to Veirs Mill Rd.	N/A
6	Mobile Variable Speed Sign	Grandin Ave. near Claggett Dr.	3	\$10,000	Exact locations and rotational schedule of such a sign will need to be agreed upon by residents in this area.	Staff recommends implementation and recommends that a rotational schedule for these locations and others be developed in coordination with the community (purchase two).	\$20,000
		Broadwood Dr. near Grandin Ave.	3				
		Grandin Ave. near Woodburn	2				
7	Speed Hump	Grandin Ave. near Lone Oak Day Care	2	\$5,000	Due to safety concerns and the location of the day care facility, staff recommends bulb-outs and a small center island as an alternative. More details about this will be presented during the May 2 meeting.	Staff recommends bulb-outs and a small center island near the crest of the hill.	\$40,000
		Broadwood Ave. between Grandin and Marshall	3	\$5,000	According to the latest traffic counts in this vicinity,(#3750, 3751), speeds and volumes do not meet the City standards for traffic calming	Staff does <u>not</u> recommend implementation. Staff <u>does</u> recommend a mobile variable speed indicator sign on Broadwood approaching Grandin (see #6 above).	N/A
8	Flashing Crosswalk	Baltimore Rd. and S. Stonestreet., one block from Grandin Ave.	1	\$20,000+	A traffic circle is part of the East Rockville redevelopment plan, in conjunction with redevelopment of the Rockville Metro Station. WMATA (Metro) is in the process of reviewing the redevelopment. A flashing crosswalk may be duplicating efforts.	Staff does <u>not</u> recommend implementation <i>at this time</i> . Staff recommends that this be implemented in coordination with the redevelopment of the Rockville Metro Station.	N/A

9	Raised Crosswalk	Grandin Ave. and Woodburn Rd.	2	\$20,000	This would allow for safer pedestrian crossing and traffic calming. This would be in lieu of a traffic circle, which was presented as an option from a resident during the 2006 survey.	Staff does <u>not</u> recommend a raised crosswalk but does recommend painted crosswalks on three sides of the intersection, plus "Ped Crossing" signs on Woodburn.	N/A
10	Block Intersection (use removable bollards)	Grandin Ave. at First St.	2	\$20,000	According to the latest traffic counts volumes do not meet the City standards for traffic diversion. This measure would require SHA coordination for MD28, would limit access for residents and create spill-over traffic onto other neighborhood streets. Additionally, public outreach process for residents in the entire community (I.e., not just residents of Grandin Ave.) would need to be conducted if this is selected as a high priority item. This process would require no less than six additional months to reach a final conclusion of whether or not to implement this alternative.	Staff does <u>not</u> recommend implementation.	N/A
11	Re-Route MCPS Buses	Off of Grandin between Nimitz and First St.	2,3	\$0	Staff concurs that this is a good option.	Staff has submitted a request to MCPS requesting that buses be re-routed in the PM.	\$0

Improvements Suggested by Residents in 2006 Survey

	Device	Location	Zone	Est. Cost	Staff Comments	Staff Recommendations, Other Alternatives, and Follow-Up	Projected Cost of Staff Alternatives
1	Sign: "No Left Turn 7-9AM and 4-6PM"	From S. Stonestreet onto Baltimore (to prevent access to Grandin one block away)	1	\$100	City warrants to implement traffic diversion are not met. Also, additional outreach with adjacent streets to review possible spill-over effects would be required. This process would require no less than six additional months to reach a final conclusion of whether or not to implement this alternative.	Staff does <u>not</u> recommend implementation.	
2	New Stop Signs	Stop traffic traveling on Broadwood Dr. approaching Grandin Ave. (NW and SE Corners)	3	\$200	Staff does not recommend that this measure be implemented and suggests an alternative.	Staff does <u>not</u> recommend that these signs be implemented. As an alternative, staff does recommend installation of "Cross Traffic Does Not Stop" signs on Grandin on the west and east sides approaching Broadwood Ave., trim landscaping around the intersection to improve sight visibility, and restricting parking near the intersection.	
3	"Cross Traffic Does Not Stop" Sign	Grandin Ave. somewhere between Dean Dr. and Carl St., approaching Broadwood	3	\$400	Staff concurs that this is a good option.	Staff recommends implementation.	\$400
4	Traffic Signal	Veirs Mill Rd. and Nimitz Ave.	3		This would require approval of the State Highway Administration. A new signal is being implemented at Veirs Mill and Broadwood. Staff does not recommend proceeding with a request to State Highway Administration to implement this measure.	Staff does <u>not</u> recommend implementation.	
5	Road Narrowing	Grandin Ave. between First and Claggett	2	\$10,000+	Staff recommends bulb-outs and a small center island on Grandin between Woodburn and Edmonston, near the Lone Oak Day Care. On-street parking may be eliminated with this option.	Staff recommends implementing bulb-outs and a small center island near the crest of the hill. See #7 above from the 2/22/06 suggestions.	See #7 above
6	Traffic Circle	Grandin and Claggett	2		Approx. Curb to curb measurements: North = 45' South = 35' West = 50' East = 50'. A traffic circle at this intersection would be difficult to engineer, as the intersection width and length is quite limited. Right-of-way needs to be investigated if this is selected as a high priority item.	Staff does <u>not</u> recommend implementation.	
7	One-Way Street	Southeast-bound Grandin between First and Broadwood	2,3	\$500	One-way streets limit access for residences on those streets and may create unwanted additional traffic on adjacent or abutting streets. A public outreach process for residents in the entire community (I.e., not just residents of Grandin Ave.) would need to be conducted if this is selected as a high priority item. This process would require no less than six additional months to reach a final conclusion of whether or not to implement this alternative.	Staff does <u>not</u> recommend implementation.	
8	Block Intersection (use removable bollards)	Grandin at Dean or Carl, and at First St.	3	\$20,000	This would require SHA coordination for MD28, would limit access for residents and create spill-over traffic onto other neighborhood streets. A public outreach process for residents in the entire community (I.e., not just residents of Grandin Ave.) would need to be conducted if this is selected as a high priority item. This process would require no less than six additional months to reach a final conclusion of whether or not to implement this alternative. <b>See #10 above.</b>	Staff does <u>not</u> recommend implementing a closure of the intersection of Dean or Carl and Grandin.	
9	Speed Camera	Along Grandin	1,2,3	\$0	Staff concurs that this is a good option and will share with the City Police Dept. that this may be a good location for a mobile speed camera.	Staff recommends implementation of a mobile speed indicator sign. See #6 above from the 2/22/06 suggestions.	See #6 above